Chapter

3

3.0 R-2508 Flying Procedures

This section discusses the following:

3.1 Flying Procedures

3.2 Special Considerations

3.1 Flying Procedures

All Complex users must understand and become familiar with the R-2508 Complex procedures. Due to the uniqueness of the Complex, the controlling agencies have prepared specific operating procedures to coordinate proper planning and ensure operations comply with procedures and restrictions.

All users of the R-2508 Complex shall comply with the following procedures, unless otherwise coordinated:

1. **Participating Aircraft.** "Participating aircraft" are defined as those aircraft under the command of, or sponsored by, the Navy, Air Force, or Army members of the R-2508 Joint Policy and Planning Board (JPPB), and civilian aircraft under Letter of Agreement approval of the R-2508 Complex Control Board (CCB), and accept the terms and conditions of the R-2508 Complex procedures.
2. **Non-Participating Aircraft.** "Non-participating aircraft" are defined as aircraft that cannot comply with the terms of the R-2508 Complex procedures. These aircraft shall be provided IFR services, as specified in FAA handbook 7110.65 and FAA order 7610.4, on a non-interference basis, and can expect to encounter delays.

3.1.1 Specific Procedures

These operating procedures apply to military aircraft and other authorized flight activities (in accordance with an approved LOA) that operate within R-2508, MOAs, ATCAAs, and internal restricted areas as participating aircraft.

1. **All aircraft within R-2508, MOAs, or ATCAAs shall operate VFR**.
   - If unable to maintain VFR, aircraft shall advise TRACON (call sign "JOSHUA"), China Lake Airspace Surveillance Center (ASC) (call sign "CHINA CONTROL"), or Edwards AFB Radar Control Facility (RCF) (call sign "SPORT"; frequency 272.0/132.75 MHz) and request an amended Work Area Clearance from VFR to IFR to reach VFR conditions.
   - The **only** condition under which a participating aircraft will be issued an IFR clearance to continue operations within the R-2508 Complex is if the aircraft

encounters weather conditions that are below the minimum for flight under VFR, and is unable to proceed under VFR.

– The purpose of an IFR clearance is to position the aircraft in weather conditions that permit VFR flight to exit the area or to return to base if unable to locate VFR conditions.

- After re-encountering VFR weather, the aircrew shall be responsible for canceling IFR clearance.

2. **Operate on the "see-and-avoid" concept.** Scheduling or receiving a clearance to operate within the R-2508 Complex does not constitute exclusive use of the area.

   – Those operations requiring exclusive use will normally be conducted within internal restricted areas. On very rare occasions, exclusive use of R-2508 Complex airspace may be granted by the CCB within well-defined boundaries. This authority is never delegated below the CCB.

3. **All participating aircraft operating in the R-2508 Complex area are required to have an operational transponder and Mode C, unless otherwise pre-coordinated.**

   - All aircraft shall remain on the ATC-assigned transponder code while operating in the R-2508 Complex unless otherwise directed by ATC.

   - The flight lead for standard formation flights shall squawk normal and wingman shall squawk standby.

   - Upon breakaway into elements or individual flights, the element lead or individual aircrew shall set the transponder in accordance with the following:

   – Advise TRACON of breakaway elements' call sign(s), number and type of aircraft, and request beacon code assignment.

   – Advise TRACON if traffic calls are required between elements.

4. **Aircrew(s) shall accept traffic advisories from JOSHUA, CHINA CONTROL, or SPORT unless otherwise coordinated.** Controllers shall issue traffic advisories, safety alerts, and boundary calls as their workload permits.

   - Aircraft operating in support of **R-2505, R-2506 or R-2524** operations will normally be provided radar advisory services by **CHINA CONTROL**.

   - Aircraft operating in support of **R-2515** operations will be provided radar advisory service by **SPORT**.

   - Aircraft operating in support of **R-2502** operations will be provided traffic advisory service by **SUNDANCE**.

   - When no longer under control of SPORT or CHINA CONTROL, ***aircrew(s) shall contact JOSHUA to continue operations within or to exit the R-2508 Complex***.

5. **Flights shall maintain two-way radio communications with ATC on the appropriate frequency unless otherwise coordinated.** Carry out intra-flight communications on a secondary radio.

3.1.2 Operating Procedures

These operating procedures apply to all aircraft within R-2508, MOAs, ATCAAs, and internal restricted areas:

1. **All aircraft shall obtain a Work Area Clearance prior to operating within the R-2508 Complex.**

   - All flights shall contact JOSHUA on a Work Area Frequency (see below) prior to Complex entry and exit. Initial contact shall include a request for a Work Area Clearance and altitudes.

Work Area	Frequencies
ISABELLA	**335.6 / 134.05**
(ATC Primary)	**348.7 / 133.65**
OWENS	**322.3 / 126.55**
SALINE	**256.8 / 123.95**
PANAMINT	**291.6 / 120.25**

   - **JOSHUA will issue appropriate Work Area Clearances to allow flights to operate VFR in the R-2508 Complex and will normally be given in an abbreviated format as follows:**

   – ***SAGE 2:*** Specifies a clearance to operate within the Isabella **(excluding the Inyokern Transition Area during active times, 0500-0700, 1100-1300, and 1800-2400 daily, Local time)**, Owens, Saline, and Panamint Work Areas at and below FL290. Aircraft shall schedule and request (real time with JOSHUA) higher altitudes.

Sample Phraseology**:** ***"Cleared Sage 2"***

NOTE: It is the sole responsibility of the pilot in command to know the Inyokern Transition Area active times and abide by the above clearance.

   – ***PANCHO 2:*** Specifies a clearance to operate within the Isabella **(excluding the Inyokern Transition Area during active times, 0500-0700, 1100-1300, and 1800-2400 daily, local time)**, and the Panamint Work Area at and below FL500, the Owens and Saline Work Areas at and below FL290. **Edwards aircraft only:**

Barstow MOA, Barstow East at and below FL230, and Barstow West at and below FL500. Aircraft shall schedule and request (real time with JOSHUA) higher altitudes.

Sample Phraseology: ***"Cleared Pancho 2"***

NOTE: Only *locally based* aircraft (Edwards AFB, NAWC China Lake, AIRTEVRON NINE [VX-9] and Palmdale [Plant 42]) are authorized to use a PANCHO 2 Clearance.

– WAR 2: Specifies a clearance to operate in the Saline and Panamint Work Areas at and below FL290, Shoshone MOA, and the Shoshone North and South ATCAAs at and below FL230. If requested, and scheduled for higher altitudes in the Shoshone North and South ATCAAs, pilots may expect clearance to those altitudes on a real-time basis. Sample Phraseology:

"Cleared War 2"

NOTE: ONLY aircraft scheduled through Air Warrior and operating in support of NTC FT. Irwin rotational exercises are authorized a WAR 2 Clearance. It is the responsibility of the pilot in command to schedule to operate within R-2502N/E.

- Clearances into work areas other than the above areas will be issued in addition to the normal Sage 2. However these areas must be scheduled and requested real time with JOSHUA.

- **JOSHUA will not clear aircraft into internal restricted areas.** It is the responsibility of the pilot in command to ensure the unit is properly scheduled and knows the appropriate procedures for entry into R-2502N/E, R-2505, R-2515, and R-2524.

As with any Work Area Clearance, aircrews are responsible for remaining within the vertical and lateral confines defined by the clearance. If the aircraft leaves the vertical or lateral confines of the clearance, a flight violation may be filed.

NOTE: Aircrew(s) issued Work Area Clearance altitudes lower than mission requirements **must** request higher altitudes from JOSHUA.

2. **Aircraft shall remain on the assigned local altimeter while operating in the R-2508 Complex, regardless of altitude.** The facility altimeter to use in specific areas is included with the information about each area (see Chapters 4, 5, and 6).
3. **Participating aircraft departing the R-2508 Complex shall maintain VFR until crossing the R-2508 Complex boundary.**
4. **Flight crews are responsible for obtaining an enroute clearance prior to departing Complex boundaries IFR.** If departing VFR, advise TRACON.

5. **JOSHUA is not responsible for providing IFR separation between participating IFR and VFR traffic operating in the R-2508 Complex.** TRACON shall provide IFR separation between all IFR participants and those non-participating aircraft operating on an IFR clearance.
6. **Active and Inactive monitoring of mission frequencies depends on availability of radio resources at JOSHUA.**
   - ***Active Monitoring.*** JOSHUA tunes the transceiver to the mission frequency requested, listens on the frequency, and makes traffic/boundary calls on mission frequency. JOSHUA also offers continuous direct pilot-to-controller communications on mission frequency.
   - ***Inactive Monitoring.*** JOSHUA tunes transceiver to mission frequency requested but does NOT listen on frequency. Traffic and boundary calls will be made on mission frequency as needed. Direct pilot-to-controller communications requires the pilot to switch to an ATC frequency (i.e., amended clearances, aircrew request, or prior to exiting the R-2508 Complex).
7. **Aircraft not operating on a mission/tactical frequency shall, unless otherwise advised, monitor the appropriate work area ATC discrete frequency**.
   - When using Maneuvering Areas (see Figure 2-4) for ACM or any other mission requiring extensive maneuvering, advise JOSHUA of the area.
   - When conducting ACM, aircrews should be aware of noise-sensitive areas that must be avoided to the maximum extent possible.
8. When transiting Maneuvering Areas en route to work areas or RTB, make every effort to use ridgeline transit routes (see Figure 2-4) and/or fly below 5,000 feet AGL to de-conflict with possible maneuvering activities.
9. Beware that low-level flying activities are conducted at altitudes below the radar horizon and in areas with marginal communications coverage. This reduces the ability of JOSHUA to provide traffic advisories.
   - **To assist aircrews in avoiding traffic conflicts, a dedicated low-level UHF frequency, 315.9 MHz has been established**.
10. The procedures for using this frequency are similar to UNICOM in concept and allow aircrews to inform other aircrews of their mission and intentions, and to coordinate and deconflict as necessary. **JOSHUA does NOT monitor this frequency**.

3.1.3 Low-Level Flying

The following procedures have been implemented to enhance flight safety within the R-2508 Complex and should be used by aircrews involved in sustained flight at low altitudes:

All aircrews engaged in low-level flight activities below 1,500 feet AGL in the R-2508 Complex work areas SHALL use 315.9 MHz to the maximum extent possible.

- Aircrews shall check in and out on an ATC frequency with JOSHUA and request to change to the low-level frequency. Dual radio aircraft shall continue to monitor appropriate ATC or mission frequency.
- Calls will be made in the blind using call sign, number, and type aircraft, area entering/departing, and direction of flight.
- Transmissions on the low-level frequency are normally made when:
  - Initially entering Panamint, Saline, Owens, and Kern River Valleys; Owens Dry Lake; the saddle between Saline and Panamint valleys; and Walker Pass.
  - Deconflicting traffic when two missions are operating in the same area. Call periodically when conducting low-level flight for an extended period of time in an area such as Panamint or Saline valleys.
  - Checking out of an area or from low-level flight.
- In cases where multi-ship flights include aircraft equipped with a single radio, one aircraft should be equipped with multiple radios. This aircraft is responsible for monitoring the low-level frequency and providing the necessary coordination to the single radio aircraft in the flight to deconflict the flight's activities with other aircraft operating in the area.

Aircraft from Land Management agencies (U.S. Forest Service, National Park Service, and Bureau of Land Management) have a communications relay (FM 168.625 MHz) to monitor the R-2508 low-level frequency (315.9 MHz) when within communications coverage of the U.S. Forest Service Sherman Peak and Silver Peak radio communications sites. This relay allows a land management aircraft broadcast on 168.625 MHz to be rebroadcast to military aircraft on 315.9 MHz, permitting two-way communications between the military and fire-fighting aircraft.

3.2 Special Considerations

Special considerations include:

- Severe Weather Areas
- Open Skies Treaty Flights
- Reporting Suggestions for General Complex Changes (R-2508 Situation Report).

3.2.1 Severe Weather Areas

The Severe Weather Areas were developed to provide a method by which the FAA could request portions of the R-2508 Complex during periods of inclement weather. By letter of agreement, the FAA can request portions of R-2502N/E, R-2515, R-2524, Isabella, Barstow, and Panamint Work Areas.

- The Severe Weather Areas are requested and released by specific altitude blocks and times (i.e. Area 4 at or above FL290). If required, CCF can reactivate **any** released airspace in 20 minutes.
- Severe Weather Areas will only be released to the FAA with the consent of the using agencies after close examination of mission requirements of scheduled users.

Users should carefully consider mission requirements when responding to requests to release portions of their scheduled airspace. Aircrews shall be familiar with the dimensions of the Severe Weather Areas.

Area Definitions are as follows:

Area (1)	That portion of R-2515 that lies East of the boundary formed by following the NID 152° radial from 35°21'25"N/117°35'31"W direct to 34°51'14"N/117°26'36"W, then continuing east to encompass the Barstow MOA, Barstow East and Barstow West ATCAAs. This includes the overlapping portion of R-2515 and the Barstow MOA/ ATCAAs that are part of Area 5.
Area (2)	That portion of R-2515 that lies West of the boundary formed by following the NID 152° radial from 35°21'25"N/117°35'31"W direct to 34°51'14"N/117°26'36"W. This includes the overlapping portion of R-2515 that is part of Area 5.
Area (3)	That portion of the Isabella MOA/ATCAA that lies southwest of the PMD 330° radial, from 36°06'31"N/118°35'04"W south along the western most boundary of R-2508 to 34°48'40"N/118°07'34"W direct to point of beginning.
Area (4)	That portion of the Panamint MOA/ATCAA that lies southeast of the BTY 182° radial, from 36°26'04"N/116°53'05"W southeast along the eastern most boundary of R-2508 to 35°34'30"N/116°23'33"W. Thence along the northern boundary of R-2502N to 35°37'45"N/116°55'23"W, then north along the boundary of R-2524 to 35°47'45"N/116°55'23"W direct to 35°47'47"N/117°02'12"W direct to point of beginning.
Area (5)	That portion of R-2515 that lies south of the FIM 049° radial, from 34°48'00"N/117°47'28"W direct to 35°11'03"N/116°49'03"W, then continuing south to encompass the Barstow MOA, and the Barstow East and Barstow West ATCAAs.

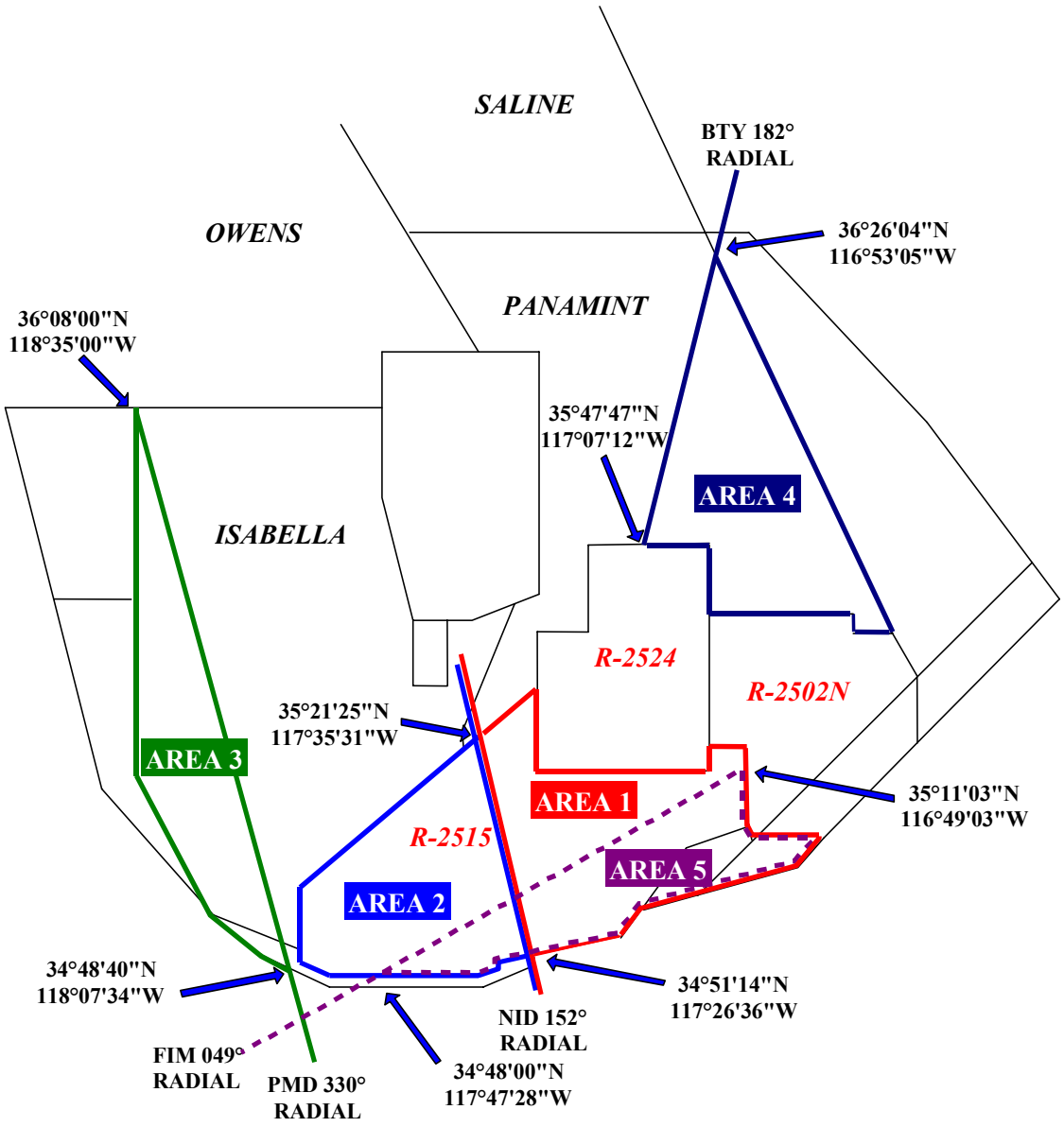

Figure 3-1. *Severe Weather Areas*

3.2.2 Open Skies Treaty Flights

The United States Senate ratified the Open Skies Treaty in 1994. Under the terms of this treaty, signatory countries are authorized to operate aircraft equipped with sensors selected from an approved suite, over all national territories of the visited country. These conditions permit access to all United States airspace without restriction. The foreign overflights may be conducted from either the U.S. Open Skies platform (OC-135) or the visiting country's aircraft.

NOTE: Treaty provisions state that Open Skies flights take precedence over regular air traffic and allow flights through all Special Use Airspace.

CCF is the single point of contact to High Desert TRACON, users, and controlling agencies for notification of proposed Open Skies flights in the R-2508 Complex. **Upon notification, CCF will advise users/agencies of the intended flight path through Complex airspace.**

- All users and agencies should be prepared to review and, if necessary, modify their flight requirements for R-2508 Complex airspace based on the proposed overflight window.
- Notice of the actual times and airspace affected by the Open Skies flight plan will be identified by CCF, as those details become available.

3.2.3 Reporting Suggestions for General Complex Changes (R-2508 Situation Report)

The R-2508 Situation Report (R-2508 Form 1), **Appendix D**, provides R-2508 Complex users, controllers, and other interested parties with an informal method to identify and report circumstances or services that enhance or degrade their mission within the R-2508 Complex.

The R-2508 Situation Report (SITREP) provides R-2508 Complex management with informal user feedback and points out the positive aspects or needed changes to operating policies and procedures. Support by R-2508 Complex users is vital for this program to be effective.

***Timely submission of SITREPs is critical to improving policies, procedures, and ensuring continued safe operations within the R-2508 Complex.**

NOTE: The information contained in the R-2508 Situation Report is for *Military Use ONLY* and for the exclusive purpose of improving air operations within the R-2508 Complex. The information (call signs and crew names) contained within the R-2508 Situation Report **SHALL NOT** be released.

This form does not replace formal reporting procedures such as the Hazardous Air Traffic Report (HATR), Operational Hazard Report (OHR), Hazard Reports (HAZREPS) or Near Mid-Air Collision Report (NMAC), nor does it address situations that will be reported and handled as flight or controller violations.

To submit a SITREP:

1. Submit the information via the R-2508 Website, **http://r2508.edwards.af.mil**, or download the form.
2. E-mail, fax, or mail all pages to CCF (sees page 1-1 for address information).

Upon receipt, CCF will:

1. Notify the submitter upon receipt.
2. Process the report for situation analysis and recommendations.
3. Submit the report and findings to the CCB.

The CCB will assign appropriate action for each situation.